

WWII Allied And Axis Aircraft 1/72nd Scale 3-View Drawings Japanese Zero V. 1.0 3/1/96

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JAPAN

Manufacturers: Mitsubishi Heavy Industries, Ltd., Nagoya.

Purpose: Single-seat land-based and carrier-borne Navy fighter.

Power Plant: One Nakajima *Sahae* (Prosperity) Model 31 fourteen-cylinder air-cooled radial motor. Maximum level power: 1,210 hp. at take-off. Two-speed supercharger.

Construction: Wings: All-metal structure with light alloy stressed-skin covering. Metal control surfaces with fabric covering. Fuselage: All-metal structure with light alloy stressed-skin covering. Tail unit: Light alloy cantilever structure with stressed-skin covering. Undercarriage: Inward-retracting type, the main wheels being stowed beneath the fuselage, backward-retracting tail wheel. Deck arrester hook beneath the rear fuselage. Three-blade metal variable-pitch airscrew.

Dimensions: Span : 36 ft. 2 ins. (11.2 m.). Length :29 ft. 9 ins. (9 m.) .

Areas: Wing: 229 sq. ft.

Weights: Loaded: approx. 6,000 lb. (2,727 kg.).

Loadings: Wing: 25.9 lb./sq. ft.

Performance: Maximum level speed: approx. 370 m.p.h. (592 km./hr.) at operating altitude. No other figures available for publication.

Armament: Twin fixed 20 mm. cannon mounted in the wings outside the airscrew disc and two fixed synchronized 7.7 mm. machine-guns mounted above the motor cowling.

History: The Model 5-2 was the latest known version of the famous Zeke fighter to go into large-scale service with the Japanese Navy before final defeat in August, 1945.

THE MITSUBISHI NAVY 0 (ZEKE 5-2)

The original Zeke (at one time known as the Zero) was redesignated Model 1-1 (A6M1) and was fitted with a 955 hp. Nakajima *Sakae* Model 12 radial motor and had a span of 39 ft. 5 in.

The second model, the Model 2-1 (A6M2) was essentially the same aeroplane fitted with folding wing tips in order to save space when stowed on aircraft carriers. It was this Model 2-1 which became famous throughout the Pacific war zone, taking part in almost all the Japanese actions from the original Pearl Harbor attack on 7 December, 1941. The first example of a Zeke to be captured reasonably intact was one of this model which was shot down in New Guinea. In June, 1942, another aircraft of this type force-landed in the Aleutian Islands and was rebuilt and test flown by the United States Navy.

The third variant was the Model 2-2 (A6M3) which retained the Model 2-1 airframe but was fitted with a 930 hp. Nakajima *Sakae* Model 21 radial motor. A Model 2-2 Zeke was captured in good condition at Munda in September, 1943, and it was fitted with wing racks for carrying long-range fuel tanks or bombs.

The next step in the Zeke development was the Model 3-2 (A6M3 modified). This fighter was known earlier by the code names Hap and Hamp. The name was changed from the original Hap to Hamp because of the possible confusion with the word Jap. The Model 3-2 retained the Nakajima *Sakae* Model 21 motor but had redesigned wing tips with a span of only 36 ft. 2 ins. The first Zeke Model 3-2 seen by the Allies was reported by the crew of a U.S.A.A.F B-17 Fortress over New Guinea in September, 1942.

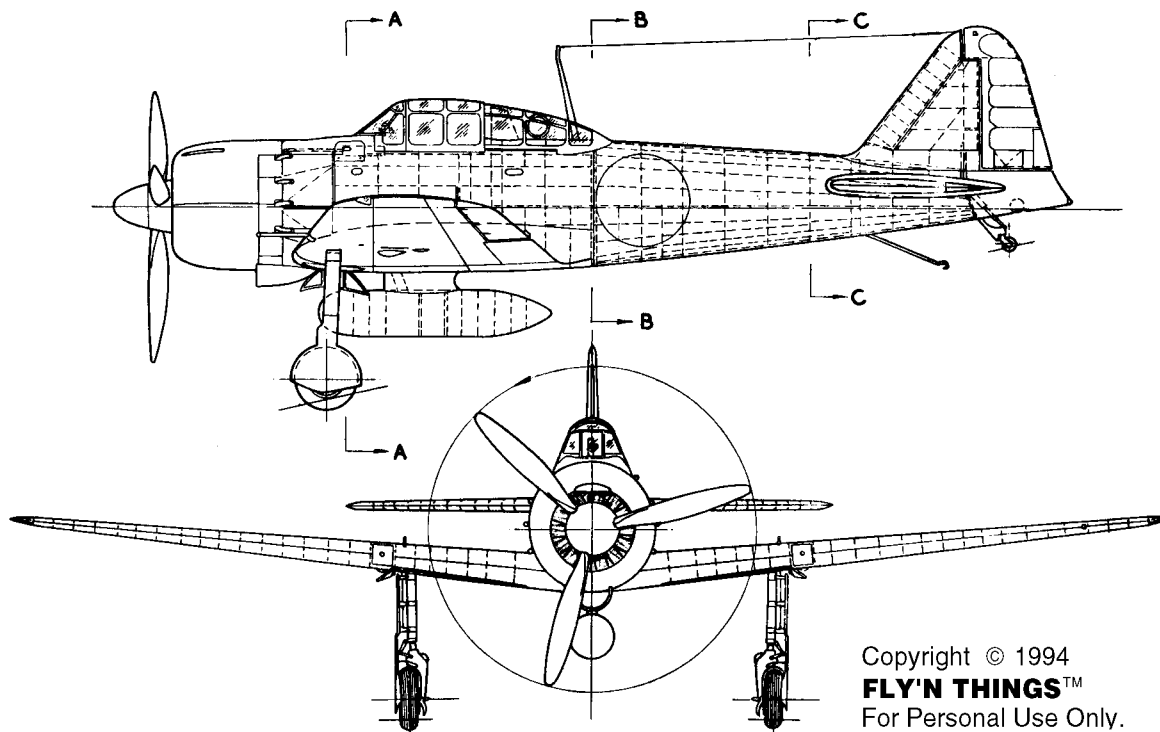
The final model, described here, the Model 5-2 (A6M5) differed from earlier versions in being fitted with a Nakajima *Sakae* Model 31 motor of greater power and mounted in a redesigned cowling. Another design alteration was the fitting of rounded wing tips, though the wings retained the short span of the Model 3-2.

A number of the latest model Zekes were found intact by United States forces during the occupation of Saipan.

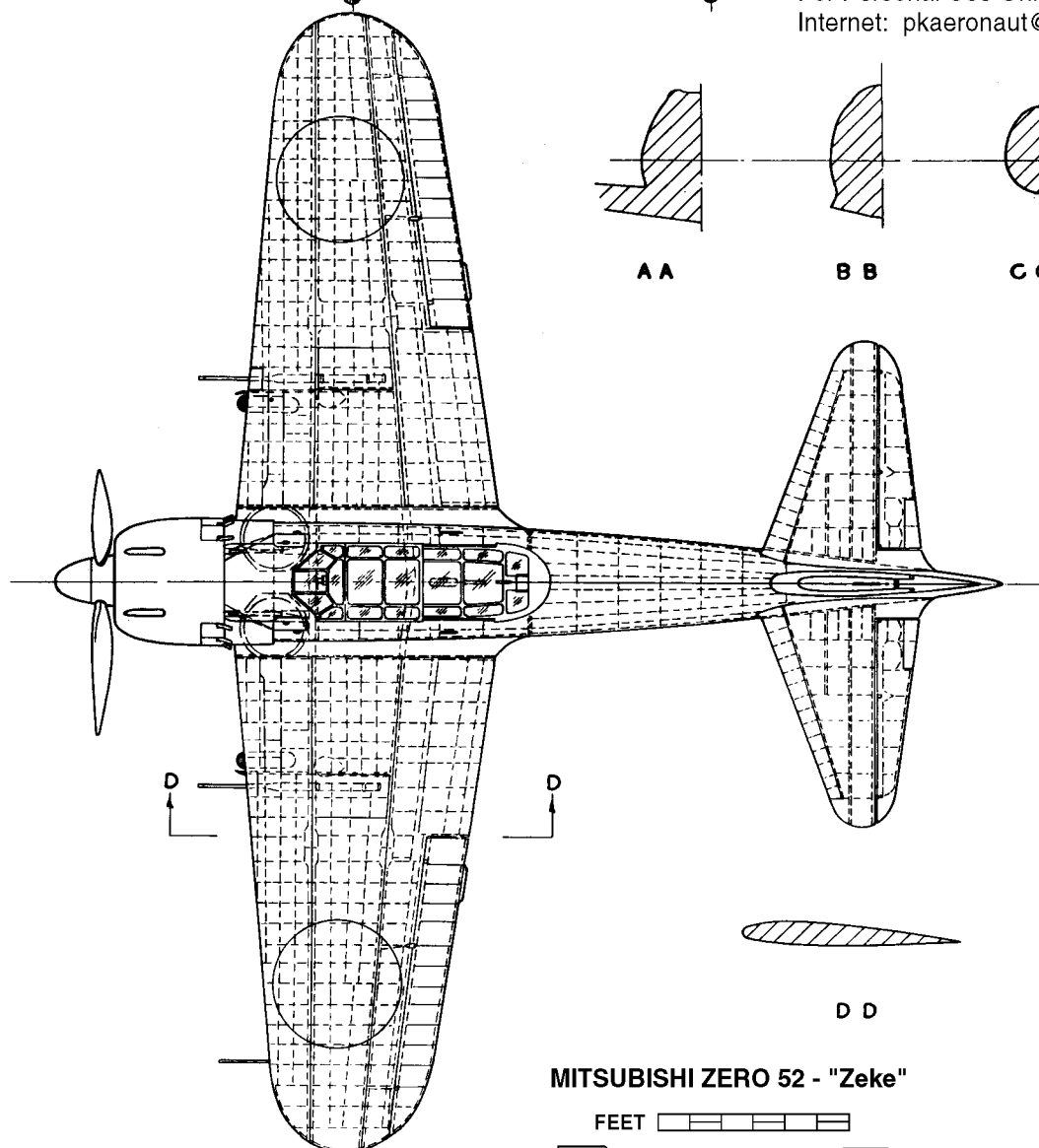
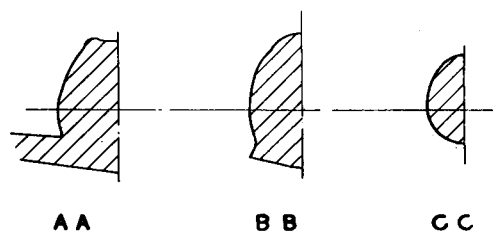


THE MITSUBISHI NAVY 0 (ZEKE 52)





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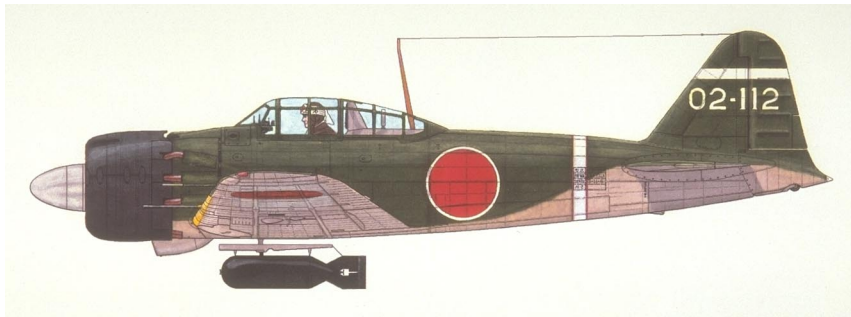


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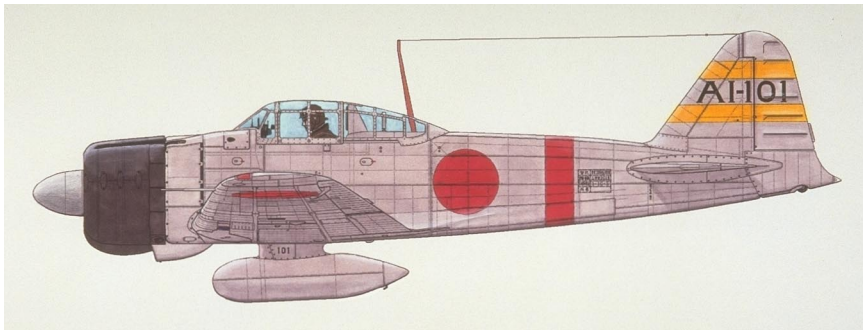




MITSUBISHI
A6M2 Type 0, Model 52

301st Hikotaki, 201st Kokutai, Japanese Imperial Navy
Shikishima - Tai (First Kamikaze Unit)
Mabaracat, Phillippines, October 25, 1944





MITSUBISHI
A6M2 Type 0, Model 21

1st Koku Sentai, Carrier Akagi, Japanese Imperial Navy

Pearl Harbor Attack, December 7, 1941

Pilot: Major Sigeru Itaya



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